

67th Weather

Highest temperature yesterday... 41
Lowest temperature last night... 31
Forecast for southwest Oregon:
Rain tonight and Wednesday, normal temperature

ROSEBURG NEWS-REVIEW

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VOL. XIX NO. 23 OF THE EVENING NEWS

Today

37 Cents to \$35,000.
But Buy Cautiously
Thanks, Ex-Kaiser

By Arthur Brisbane
(Copyright 1928 by Star Company)

SAN SIMEON, Calif.—If you get a good piece of land and take care of it—anywhere in the march of American progress—that land will take care of you.

For instance: Yesterday Mrs. C. McLeod paid \$35,000 for the Bender lot on Ventura boulevard in Los Angeles—quite far out. She probably got a bargain. Eight years ago the lot sold for \$6,500. Sixteen years ago a syndicate, "taking a chance of Los Angeles' future," bought a lot of land, including that lot, for \$50 AN ACRE. In 1867 the same land sold for 37 1/2 cents an acre.

But remember that some land now sold for \$50 an acre is not worth \$10. SEE what you buy, and know, for yourself, WHY you buy it before you invest your money.

And remember that every American community has its great bargains and possibilities. If you cannot make good real estate investments where you are, you will probably make worse investments elsewhere.

The former Kaiser, who must have done some hard thinking in the last few years, tells Sylvester Viereck, "Today the center of gravity which determines world power has shifted to the United States. America is master of the world."

America probably COULD be master of the world, but to desire that mastery would be foolishness. To be masters of ourselves, mind our business, develop this country and increase the well-being of the average man is a big enough task.

At present this nation is in a dangerous condition, rich, tempting, like a fat worm lying in the path of stray birds. Every day this nation needs the warning that Solon gave Croesus, displaying proudly his piles of gold: "Croesus, if anyone comes having better iron than you have, he will be master of all that gold."

If any nation comes, having flying machines, which we have not, it will be master of all our gold—for a while at least.

Nevertheless, Mr. Ex-Kaiser, we thank you for the compliment, as the colored gentleman said when asked to change a fifty-dollar bill.

W. R. Hearst will build on his 250,000-acre ranch here an astronomical observatory on a mountain top near the Pacific.

It is strange how few of the world's rich men think it worth while to look out, away from this earthly patch of real estate.

The termites, incorrectly called "white ants," spend their lives underground, driven below by fighting ants, and those termites are content to live down there, never looking out. A majority of men are like them.

Yet the things worth seeing are all above and outside of the ocean of air that covers us, as water covers the fishes.

Dr. W. S. Adams, who directs the great observatory on Mount Wilson, says modern astronomy counts "billions of stars" in the cosmic group or galaxy, to which our sun belongs. Many of those stars are a million times as big as our sun, which is a million times as big as our earth.

Ptolemy could count only 1,022 stars—no telescope. (Continued on page 4)

AUTO CAMP IS IMPORTANT TO TOURIST TRADE

Conveniences Afforded by Clean and Sanitary Camps Are Magnet.

GOOD ROADS HELP

Public Looking to Sections With Paved Highways and Good Camps for Vacations.

A very interesting report, outlining activities in which the auto camps of the state are cooperating, was presented at the convention now in progress by Clinton Ambrose of Portland, the secretary and treasurer of the organization.

"The importance of the auto campground to the American motoring tourist public cannot be over-emphasized," he said.

"However, it like all other new enterprises, can be overdone. Year by year the traveling public has come more and more to rely upon the automobile tourist camp as a means of the annual vacation. This auto camp business has grown to such proportions that were all auto camps suddenly to be eliminated at this time it would be necessary to forego at least one-half of the contemplated summer vacations for the coming summer.

"Since the founding of the first auto camp some years ago, this type of accommodation has been turning the American public to spend its vacation in the open, sleeping in the great outdoors, has increased tremendously. It is true that good highways have been perhaps the greatest factor in spreading the desire to tour, but safe and sanitary camps along the way, and the assurance that conveniences will be found, have also played their part—and a very large part at that—in getting the motorist to enjoy the pleasures of the summer camping tour. That auto camps and good roads are a contributing factor in the encouraging of travel is apparent from the figures obtained of foreign automobiles registered in Oregon in 1927, totaling 91,356. Of these, some 50,000 carried California license plates, 28,000 Washington license plates, and the balance were from the surrounding states, the East and the South. It is estimated that these tourists left \$12,000,000 in our state. The excellent character of our highways is widely known throughout the nation. They are a lure to the tourist. Better highways lengthen the life of the car, they cut the cost of operation and lessen the cost of repairs, they broaden life. Two weeks of a month of vacation travel in the summer months can be spent on our highway system, with new beauty and changing scenes unfolded to the traveler every day.

"We are told that Oregon auto camps are the finest to be found in any state in the Union. We have good reason to believe the truth of these statements. Let us by courteous treatment and by improving sanitary conditions maintain this reputation. Many of our camp owners have investments totaling from \$50,000 to \$150,000. Some are not members of this Association, trusting merely to luck that their investments will ride the waves of fortune, that ruinous legislation will not be enacted, and that ruinous competition will not be successful in its effort to destroy them. Certainly, they would not attempt to conduct their business without fire protection, and yet they would attempt in a single-handed manner to conduct their business affairs, inviting ruinous competition and ruinous legislation. The solution of our problems lies in unity of purpose and in co-operation with one another and by an organization powerful enough to cope with every regulation that tends to stifle or interfere with fair and reasonable conduct of our business.

"However, might I trespass and suggest to you, as camp owners, the folly of men and women establishing here and there along our highways and in the remote sections of the state, auto camps, with the expectation of obtaining a living from their operation? Oregon is not blessed with weather conditions which will permit year-round tourist travel, and auto camps established here and there without regard for the necessity of the same, must necessarily meet with failure and loss of investment. (Continued on page 4)

WRIGHT BIPLANE TAKEN TO LONDON

(Associated Press Leased Wire) LONDON, Feb. 21.—The biplane in which the Wright Brothers made their first successful flight at Kitty Hawk, N. C., landed on English soil from the Minnesota today. The famous plane will be placed on exhibition in the science museum at South Kensington.

(Orville Wright, on the departure of the plane from the United States for England, was quoted as saying that failure of the Smithsonian Institute to give proper credit to the original plane which he and his brother developed was the chief reason for sending the biplane out of the country.)

UNITY PARTY'S NEED NOW, REED TELLS TEXANS

Missouri Senator Advises Fellow Democrats to Get Together.

REPUBLICANS PLAYED

Wants "Public Plunderers," "Corruptionists" and "Bribe Givers" to Get the Ax.

DALLAS, Texas, Feb. 21.—In the fight for "the united and militant democracy" which he demanded here last night to bring about "the return of honesty in government," Senator James A. Reed, of Missouri, set out today for Tulsa, Okla., to continue to spread his doctrine of harmony.

Opening his western campaign, the Missouri democratic presidential candidate told his party that first of all it must be united. He set out the platform on which he believed the democratic party can unit and win.

"The most important question before the American people," he said, "is to drive the republican party from power; to take this government out of the hands of hoodlums, grafters and lobbyists and to place its control once more in the hands of the American people."

Emphasizing the necessity for party harmony, the Missourian declined to discuss presidential candidates, "including my own," as he talked here with some of the Texas democratic leaders yesterday. With the award of their 40 votes in the democratic convention still in doubt and involved in factional strife, most of the Texans who streamed into the senator's hotel room were easily steered by him from political discussions.

The veteran silver-haired campaigner, who is making his first bid for the presidency, centered his opening attack on what he described as the "public plunderers" and "corruptionists" of the Harding and Coolidge administrations. He called for the "swift and sure punishment of all public plunderers, bribe givers, election corruptionists and other malefactors." He departed from his prepared address to declare for law observance and to denounce racial and religious prejudices.

Outlines Platform Base. "Upon other problems we may meet out in division," he said frankly, "but here is a field on which the democratic party can plant its banners: "Return of honesty in government and re-establishment of the old democratic doctrine.

"The inalienable right of the citizen to liberty of conscience without coercion, criticism or obloquy. "Preservation of the right of freedom of the press, peaceable assembly, trial by jury and the re-establishment of local self-government and the sovereignty of the state.

"Bringing the federal power within the limits not only of the letter but the spirit of the constitution. "Abolition of government by boards and bureaus.

"Equalization of the burdens of taxation; the repeal of all laws creating special privileges and the dismissal of a vast army of spies, snipers, sneaks and informers. "Liberation of honest business from oppressive interferences by governmental agents.

"Prosecution and punishment of those who by criminal conspiracy in restraint of trade make war on honest business." (Continued on page 2.)

CORONER'S JURY FIXES NO BLAME FOR ACCIDENT

Schwartz Is Absolved From Responsibility in Auto Wreck Case.

LIQUOR WAS ISSUE AHEAD OF SCHEDULE

Inquest Given Over Largely to Effort to Learn Whether Members of Party Drinking.

A verdict of accidental death, with no blame or responsibility attached to any person, was returned last night by the coroner's jury that inquired into the death of Mary Julia Robertson, who was killed early Sunday morning in an auto accident on the Coos Bay highway. Roland Schwartz, driver of the car in which Mrs. Robertson met her death, was absolved of blame in connection with the accident.

The inquest was one of the most extensive ever held in the county. Thirty-one witnesses being examined in addition to deposition secured from two of the principals in the wreck. The jury was composed of B. W. Strong, H. C. Parslow, T. H. Nees, Frank Clemens, H. S. French and Earl Vosburgh. The inquest was conducted by Coroner M. E. Ritter, the witnesses being examined by District Attorney Gordon, Attorney J. O. Watson, representing Mr. Schwartz, was also present but took no active part in the investigation, other than conferring with the district attorney on one or two points in connection with the case.

The inquest was attended by a crowd that packed the courtroom to overflowing, many being unable to gain admittance as even standing room was taken. The crowd was noisy, even bordering on rowdiness at times, and several times it was necessary to threaten to clear the courtroom to preserve order.

Drinking Denied. The principal issue in the inquest was whether or not there was any liquor connected with the accident. A careful investigation was made to determine whether or not any of the members of the party had been drinking, immediately prior to the accident, and while there was some difference of opinion expressed by witnesses on the stand, there was nothing to show conclusively the presence of liquor or to indicate that any of the group had been drinking.

Mr. Schwartz testified, when called as a witness, that earlier in the evening, before gathering up the group to leave Roseburg, he had had one drink of wine, but that it was several hours before the accident and that he had taken no other drink during the evening, and that there was no liquor in or about the car. He stated that he had a small bottle containing wine and that while he was with Miss Gordon, they consumed the wine after securing her costume for the masquerade and that after leaving her at the Randall home, where she changed her costume, he went on to pick up the rest of the party and then, about 10 o'clock went out to the Ten Mile track that night, he insisted.

There was much evidence regarding a silver flask found on the bank a short distance off the road, the flask being identified as one belonging to Schwartz. The young man claimed the flask, but said that it had had no liquor in it for several days, and that it was not containing liquor on Saturday. Two witnesses claimed that they saw Schwartz throw the flask away, one claiming to have heard him say "Get that d— thing out of here."

After the jury had retired, however, another witness, Kenneth Martin, came forward and volunteered the information that he was the one who threw the flask so his testimony, Mr. Martin was the one who discovered Mrs. Robertson's body beneath the car and he said that when the machine was turned back he tried to lift the woman's body. The flask lay beside her and in order to keep from dragging her over it he picked it up and tossed it off to the side of the road where it was later found. The flask was corked and was empty when picked up by officers making their investigation at the scene.

Doctors Called. Dr. E. B. Stewart and Dr. L. M. Leirbach were the first two witnesses called. They told of the injuries received by the various members of the party. Dr. Stewart reported on his examination of the body of Mrs. Robertson, stating (Continued on page 2.)

LINDY CARRIES AIR MAIL OVER HIS OLD ROUTE

Response of Public to His Appeal for Letters Wonderful.

LIQUOR WAS ISSUE AHEAD OF SCHEDULE

Round Trip Over Route Formerly Flown by Him Completed in Record Time.

(Associated Press Leased Wire)

ST. LOUIS, Feb. 21.—Flying a big Douglas mail plane ahead of schedule, Colonel Charles A. Lindbergh landed at Lambert-St. Louis Field at 9 a. m. today, completing a round trip over his old air mail route between St. Louis and Chicago in an effort to advertise the postal service.

The response of the public to his appeal was far beyond the fondest dreams of air line operators. From St. Louis alone, thousands of letters were mailed and five other fliers carried 1,997 pounds and ten ounces of mail matter. Approximately half a ton additional was picked up at Springfield and Peoria.

After a quiet night with his fellow pilots in the apartment of a flyer at Chicago, Lindbergh was at the Chicago flying field shortly after 5 a. m. today. At 6:12 with the cockpit of his plane filled to the top with mail, the flying colonel took the air.

He landed at Peoria at 7:25 a. m. Within five minutes the Peoria sacks had been unloaded and he was on his way again. He landed at Springfield, his second stop, at 8:05 and took off again within the five minutes provided by the postal schedule.

Just 50 minutes later he landed in front of the national guard hangar here. In reply to questions as to his future plans, he said he intended to fly to Albany, N. Y., next week for a conference of February 29, at which a state aeronautical code would be discussed.

Thomas P. Nelson, Cleveland-New York air mail route flier, and an old time flying mate of Lindbergh, left Chicago at 6:25 a. m. with another load of mail and arrived here at 9:30 a. m. Other pilots were held at Chicago awaiting mail from New York and the Pacific coast.

ST. LOUIS, Feb. 21.—Colonel Charles A. Lindbergh landed at Lambert-St. Louis Field at 9:05 a. m. today, completing a round trip over the St. Louis-Chicago airmail route.

Lindbergh was followed by Pilot Thomas P. Nelson, who landed at 9:29 a. m.

CHICAGO, Feb. 21.—The Chicago-St. Louis air mail started south at 6:04 a. m. today with Colonel Charles A. Lindbergh at the controls. The start, scheduled for 5:50 a. m., was delayed by failure of the outgoing mail to reach the airport from the downtown post office.

Lindbergh's Douglas biplane rode west with the dawn to swing outward a short distance over Chicago. Following it closely was another Douglas, with Thomas Nelson as pilot and Phil Love, who piloted one of the six planes from St. Louis yesterday, as passenger. Two other planes awaited the arrival of the San Francisco and New York mail planes before leaving.

In the Lindbergh plane were 17 sacks of mail weighing approximately 500 pounds and filling the ship.

The average time required for the Chicago-St. Louis flight is three hours and 29 minutes, but Colonel Lindbergh anticipated delays at Peoria and Springfield. (Continued on page 6.)

OFFICERS HOLD MAN SUSPECTED PEDDLING DOPE

Ed Larsen was arrested here today on a vagrancy charge and is being held for investigation. Officers believe that Larsen is a drug runner and that he has been engaged in activities in violation of the narcotic laws. A thorough investigation is being made in regard to the man's past movements in an effort to learn whether or not he can be connected up with suspected movements to organize a "dope" ring in this vicinity. The arrest was made by the city officers.

WHEN LINDY LANDED



Here is America's "Lone Eagle" after completion of his 1300-mile flight from Havana, Cuba, to St. Louis, the point from which he started his conquest of the air nine months ago. This NEA telephoto picture shows some of the flags of Latin-America and European countries which have been placed on Colonel Lindbergh's plane during its 40,000 miles of flying.

CONVENTION OF MILLION DOLLAR CAMP OWNERS TO CLOSE TODAY

State Health Officer Is Speaker at Morning Session.

SANITATION IS URGED

Association Commended for Its Work in Keeping Up Standards—Ladies Organize.

Complimenting the Oregon Auto Camp association for its efforts to maintain a high standard of service, hospitality, comfort and health safety for the tourist public, Dr. Frederick D. Stricker, secretary of the Oregon State Board of Health, spoke this morning before the camp owners and managers meeting at the Knights of Pythias hall in the annual state convention.

Dr. Stricker called attention to the importance of providing enjoyable camps in order to keep the tourists within the state. If a tourist finds a camp lacking in cleanliness, conveniences and courtesy he immediately receives an impression that causes him to hasten out of the state. On the other hand if he finds clean, beautiful camps where his every want is satisfied, he is tempted to remain longer in the state and goes home proclaiming to his friends the joy of a tour in Oregon, and the entire state benefits.

Dr. Stricker stated that he has no sympathy for the individual who sets up an auto camp without first determining the laws governing such camps.

"Oregon has a certain set of laws and rules governing auto camps," Dr. Stricker said, "these laws being practically identical with those of Washington and California. There is no reason why people starting auto camps should not first study these rules and build their camps accordingly, but we find many who do not do so, and it is hard for me to be sympathetic with them when they come complaining about the cost of making the necessary changes."

He spoke at considerable length concerning matters of sanitation, garbage disposal, drinking water and other such matters. He also urged that camps be made attractive in appearance, protesting against the use of glaring colors, checkerboard decorations and other "hideous" color schemes to attract attention. He discussed various types of camps and gave many hints to aid camp owners in keeping buildings, beds, kitchens, etc., clean and sanitary.

Dr. Stricker's talk was followed (Continued on page 6.)

AIRPORT BOND ELECTION SET FOR MARCH 28

Ordinance Passed By Council, 6 to 1.

Campaign of Legion Yields Petitions Bearing 730 Signatures.

J. E. FLURRY SPEAKS

City Not to Bear Expense of Judges and Clerks at the Polls, Is Pledge Made.

By a vote of six to one, the city council last night passed an ordinance calling a special election on March 28 on the question of issuing \$25,000 worth of bonds for the establishing of an airport on the 140-acre site at Edgewater selected by Umpqua Post, No. 16, of the American Legion.

Salient provisions of the ordinance are that the administration of the airport shall be vested in the mayor and four associates to be appointed by him, one to be a member of the council; that a sinking fund shall be created to liquidate the bonds at maturity; that the bonds shall not exceed a tenure of twenty years, and that the rate of interest shall be no higher than five per cent, payable semi-annually.

The lone dissenting vote on the ordinance was voted by Councilman Louis Kohlhausen. He made no explanation of his attitude at the time of voting, but after the meeting he stated that his objection was based on financial grounds. The ordinance provides that the city intends to pay \$100,000, a sum not worth over \$15,000 here, he contended, and he further declared that, in his opinion, it would cost the city several thousand dollars, additional to the bond issue, to establish a right-of-way to the field. Personally, Councilman Kohlhausen said, he was in favor of an airport, under what he considered reasonable conditions and would cheerfully make a cash contribution toward getting one.

Experts Endorse Site. Previous to the introduction of the ordinance, petitions bearing the signatures of 730 registered voters and asking for the bond election were presented by a committee of Legionnaires. There was also an address by their spokesman, John E. Flurry, who reviewed the seven months of quiet and unremittent labor of the local post, to get the airport project before the voters. In the circulation of the petitions only slight opposition to the venture was encountered.

Mr. Flurry stated, and on the basis of the signatures secured he predicted that the proposed bond flotation would be authorized by at least ninety per cent of the voters. Aviation experts brought in by the Legionnaires pronounced the proposed airport site the most suitable within a radius of six miles of Roseburg. Mr. Flurry said, "The land was not only large enough for the accommodation of official air craft, but for privately-owned planes as well, he pointed (Continued on page 6.)

CROWE'S KIN IS LATEST TARGET FOR BOMB USERS

Chicago Prosecutor Comes Back With Reward and Immunity Pledge.

POLITICS ARE BLAMED

Year's 19th Blast Wrecks Entrance to Apartment but Occupants Are Not Injured.

CHICAGO, Feb. 21.—Chicago's 19th bomb of the year, aimed at the apartment building in which lives Lawrence A. Crowe, brother-in-law and secretary of State Attorney Robert E. Crowe, has blown the lid off official patience.

Innocent by the bombing last night, the state's attorney offered a \$10,000 reward for information leading to conviction of the perpetrators of recent bomb outrages, including those at the homes of City Comptroller Charles Fitzmorris and Municipal Judge John A. Sharbaro. The offer was accompanied by a promise to the informant of immunity from prosecution.

The bomb last night destroyed the entrance to the 16-apartment building in which Crowe lives in the fashionable northside district, shattering windows in nearby places. The Crowes were not in the building but other residents were routed.

"I don't believe this outrage is (Continued on page 6.)



"A little aqua pura won't do us any harm," hummed the Office Cat as he trotted into the ink-daub establishment this a. m. "Per once Weather Prophet Fletch was right," cooed the Cat. "But I notice right now that the blue sky in places and blue before our readers munch this educational little bit we'll probably be bakin' in sunshine." But Ser Fletcher says different! RAIN T'NIGHT. Yep—thass wot he mutters—But the Office Cat proclaims—SUNSHINE!